

THE IRON TRADE.—The "means devised and adopted to prevent the further continuance of the pernicious scrip system in Scotland" must have been pretty stringent, as they already begin to operate in the tumbling down of extensive businesses hitherto kept afloat on bladders of "scrip." Scottish pigs, too, appear to be already assuming a somewhat more buoyant state in the midst of the scrubbing through which they are being stripped of their "pernicious" scurf. It is questionable, however, whether the English or Welsh obesity of over-production be much less pernicious to the health of the trade than the mere flatulency complained of in Scotland. The Welsh are still engaged in starting new works, and some of them call this a "cheering upward move." True, one of these prophets, Martin, to wit, is boasting of a large foreign contract for rails; but old works, one would think, could swallow up two or three such contracts, at least, and be none the worse, in appetite for more. Besides, the export returns of last month show a decided falling-off even from those of the same time last year; and, moreover, it is reported that the iron trade in France is greatly on the increase. It may interest our own particular class of readers more, however, to know, in the meantime, that "iron of different makes is being continually sold, through commission agents and by other indirect channels, upon terms that would not be entertained if offered directly at the works."

RAILWAY JOTTINGS.—Out of about 300 notices in the *Gazette*, for applications to Parliament for proposed railway, water, gas, and other schemes requiring its sanction, plans were deposited for only 104. The greater number, however, require no plans. The first deposit was for the "Merton and Driffild Junction Railway," and the last, within ten minutes of the doors being closed, was for the "Buckhurst Railway."—The first end of the Hereford and Shrewsbury line has been laid.—At the Bradford County Court, the Court have supported the Midland Railway Company in their refusal to carry coals for a coal owner who had refused to pay a demurrage agreed on for allowing his coal to stand for a certain time in the company's waggons, and decided that the latter had a lien on the coal in their possession on that account. The action was brought by the coal owner to compel the company to carry his coal at the proper carriage price.—In reference to late experiments, with iron permanent ways, the *Standard* says, "The effect of the solid road, as compared with a yielding road, is to increase the effective tractive power, and increase the steadiness of the engine and train, and by that means to cause a reduction both in the cost of locomotive power and repairs of engines and carriages. The evil of the stone-block system is not rigidity, but the looseness of the chairs upon them, which produces unevenness, and causes each wheel of the engine, tender, and carriages to have the effect of a blow upon the ends of the rails. This defect cannot take place when the block and sleeper are cast in one, or when the sleeper, chair, and rail are combined in one. Offers have been made by eminent contractors to maintain the iron road at a much reduced amount, as compared with the wooden road; so much so, as to include the renewal, as well as the maintenance, in the sum now paid for maintenance alone."

FALL OF A PORTION OF KING'S-CROSS TUNNEL.—On Monday last, in making ready the cut in course of tunnelling towards the permanent station of the Great Northern line, at King's-cross, where the old Small-pox Hospital has been demolished, to make way for the permanent station, a large mass of dry, clayey earth gave way, and killed one of the miners, besides slightly injuring several others.

MONUMENT TO TITIAN.—The ex-Emperor of Austria, in one of his visits to Venice, ordered the construction of a monument to Titian. He left the Academy of Venice the choice of form and site. The Academy confided the monument to one of its members, M. Zandomeni, professor of sculpture. This gentleman's design is on rather a colossal scale. It comprises a large statue of Titian between two allegorical figures. The monument is to be placed in the Church of St. Mary of Friari, near that of Canova. It will be inaugurated, in about a year's time, with great pomp.—*Leader.*

INSTITUTION OF CIVIL ENGINEERS.—The report read at the annual General Meeting, on the 17th inst., urged the necessity of organisation amongst the great body of the civil engineers generally, as well for the purposes of professional advancement as for protection of their interests—their rights and privileges—which had of late been invaded by persons not regularly brought up to the profession. It was shown, that as this institution was the most natural, so it was the only ready means, by which this desirable end could be properly and effectively carried out, and how absolutely essential it was that it should receive the cordial support of every civil engineer who had the honour and credit, both of himself and of his calling, sincerely at heart. The same necessities which had, many years ago, called this institution, the first of its kind, into existence, had lately induced the establishment of similar societies in several chief towns of Great Britain, and the spirit had even extended to foreign countries, where the evils of the centralisation system, and of the interference of Government Boards, had been severely felt: all these societies had taken this, the parent society, as a model in nearly every particular. The number of members now amounts to 681, of all classes.

HILTON'S CRUCIFIXION, LIVERPOOL.—A correspondent informs us that Hilton's "Crucifixion," in the Town-hall, Liverpool, is so placed that it is suffering greatly from the sun and other causes, and will ultimately be destroyed if left there. The town-council should see to this: it is a fine work, and should be carefully preserved. Additional interest will attach to it, when the large engraving from it, which is now being executed for the Art-Union of London, at a great cost, to distribute as prizes, is completed.

THE EDINBURGH SLAUGHTER-HOUSES have been commenced. They are to be erected from the designs of the city architect, and the town council have agreed, by nineteen to twelve, to allow him 2½ per cent. commission on the amount of estimate, in addition to his ordinary salary, the undertaking being considered not specially town's work, but a speculation between the city and the feshers.

EXTENT OF LONDON.—An American, who says our metropolis has filled him with amazement, asks us how many houses it contains, and how many miles of streets. It is stated on good authority that London has 300,000 houses, which cover an area eighteen miles long and seven miles wide. Between the 1st of January, 1839, and June, 1850, 64,058 new houses were built, forming 1,552 new streets.

STATUES TO NAVAL CAPTAINS.—A correspondent asks what has become of the grant of money obtained by the late Sir R. Peel for the erection of statues to Collingwood and Hardy. Want of a site was understood to be a difficulty in the way of the appropriation of it, but surely Trafalgar-square is not yet all used up.

DRAINAGE AND WATER SUPPLY OF TOTTENHAM.—The Local Board of Health have allowed the report of their surveyor, Mr. J. Pilbrow, C.E., to be published, in order to correct what is conceived to be misapprehension on the part of the ratepayers as to the cost, &c., of the projected works. In this report it is stated that the amount of the whole of the three compulsory rates required from those who both own and occupy property, would be 10½d. in the pound, from those who occupy and not own, 9d., and from those who own and not occupy, 1½d. The drainage rates, it is added, would decrease every year for the thirty years, and then cease altogether, except a very small fraction for repairs, &c. The rates in question, we need scarcely add, are those for both drainage and water supply to the whole district. The annual charges for the water itself are estimated at from 5s. to 40s., according to the class of dwelling to be supplied.

DINNER TO SIR J. WATSON GORDON.—The Royal Scottish Academy entertained this artist at dinner on Friday week, Professor Wilson in the chair.

WATER-CLOSETS.—Could not some of our manufacturers of water-closets produce a cheap substitute for the present sort of closets, with expensive cisterns at top, by making use of a hand-engine, similar to the beer-engine, to draw the water from the bottom.—W. L.

THE ROYAL ACADEMY.—At the eighty-second anniversary of the Royal Academy of Arts, on the 10th inst., the silver medal for the best drawings of the River Front of Greenwich Hospital was presented to Mr. Henry Cumings, and the silver medal for the next best to Mr. John Robinson. The president made no set address. It may be expected that architecture will fare better at the Academy this year than last, as there are two architects in the new council list, viz., Mr. Barry and Mr. Hardwick. The announcement of Mr. Jones's resignation, which we were the first to make (though denied by some of our correspondents), was perfectly correct. We believe we shall be found equally correct when we say that there will be several important changes attempted in the management of the Academy before long.

LAMBETH NATIONAL SCHOOLS.—On Wednesday, in last week, the first stone of Holy Trinity National Schools, Carlisle-street, Lambeth, was laid by the rector of St. Mary's, Lambeth. The site was given by the Primate. The schools are intended for 200 boys, 200 girls, and 100 infants.

JASPER BRIDGE.—A bridge for railway purposes is about to be constructed over the river at Sherbrooke, Canada, to consist entirely of jasper, of which unbounded masses are in the vicinity of that town. It is proposed by the railway company to prepare a block of jasper for the Industrial Exhibition.

INCORUSTATION OF STEAM-BOILERS.—A patent has been granted to a physician, practising in the metropolis, for a method of galvanically preventing the incrustation of steam-boilers by earthy matters, which appears to be still regarded as a desideratum, notwithstanding the various hopeful inventions already patented or otherwise published.

PICTURE SALES, LIVERPOOL.—It is stated that the sales of pictures this year, at the Liverpool Academy Exhibition, have produced nearly 2,000l.

CONWAY AND BRITANNIA BRIDGES.—On Thursday, 12th inst., the second lecture on this subject was given by Mr. Wheeler, C.E., at the Literary Institution, Islington. A general description of the Britannia Bridge was afforded by a model about 11 feet long, portions of it being removed as required to exhibit its construction. Models of the 8 pontoons and apparatus for floating the tubes were prepared, to convey an idea of this operation.

IPSWICH GRAMMAR SCHOOL COMPETITION.—We are informed that about fifty designs were sent in for this building, and the committee, after several very long sittings, have selected that of Mr. H. Woolnough, of Ipswich, architect.

ST. MARY'S CHAPEL, HAMPTSTEAD.—The restorations and renovations of this chapel, under Mr. Wardell, are almost completed; and last week a statue of the Virgin and Child was elevated to its niche over the portico. The figure is executed in Caen stone, by Swales and Boulton, and is six feet in height. Our informant states that it is extremely creditable to the executors.

PEEL MONUMENT IN LEEDS.—It has been determined to erect a bronze statue—8 feet 6 inches high, with a suitable pedestal of Aberdeen marble. The statue is to be executed by Mr. W. Behnes, sculptor in ordinary to the Queen. The price of the work has been fixed at 1,500 guineas.

HOUSE-BUILDING IN THE BARRA KINGDOM.—The houses are built of a stiff clay, worked up by being trampled in water until it is in a fit state for use. It is then put between two planks, separated, to form the thickness of the wall: having trodden down a layer, about eighteen inches thick, it is left to dry, supported by the planks, for some few days, the heat of the sun soon rendering it nearly of the hardness of brick: the planks are then shifted up, supported beneath, and a fresh layer of clay is again trampled down, and this is repeated till the desired elevation of the walls is attained. A house of 40 feet long, and 20 broad, divided into three rooms, and a dressing closet, was completed in less than three weeks, so far as the walls and roof were concerned: as for window frames and doors, there were none.—*Seven Years' Service on the Slave Coast.*